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| ,,  |  | HALOU   | IVIATION   | REPURI   |  |  |   |
| COUNTRY                                   | Hungary  |   |  |  | DATE DISTR.  | 3 / May  | 1951  |
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| SUBJECT                                   | Aircraft   |   |  |  | NO. OF PAGE  | S 2  |   |
| PLACE<br>ACQUIRE                          | Δ  |   |  |  | NO. OF ENCL  | .S: 5  | 50X1  |
| DATE                                      |  |   |  |  | SUPPLEMENT   | . 10   |   |
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| OF THE UNI                                | ENT CONTAINS INFOMMATION<br>TEO STATES, WITHIN THE ME<br>F TRE U.S. CODE, AS AMEND<br>IT'S CONTENTS TO ON RECEIP<br>BY LAW. THE REPRODUCTIO  | ANING OF TITLE 18, SECT<br>ED. 178 TRANSMISSION<br>T BY AN UNAUTHORIZED P   | DEFERME<br>FLOWE 795<br>OR REVE-<br>EXRODE IS<br>(1917ED.  | THIS IS U  | NEVALUATED IN  | FORMATIC   | )N  |
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| 50X1                                      | Liquid coole   | d. 1650 HP.   | Victor Klimov  | engine, (VK-1  |  | craft ha<br>ylinders   |   |
| 50X1                                      | line. It ha  | d a three-bl  | laded propelle:  | r and a hydrau   | lic propeller-   | pitch co   | ntrol.  |
| 50X1                                      | The engine h   | iad been test   | ted at 2800 RP   | M.   | the plane  | cruised  | at  |
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not go into a spin easily but had to be forced. No more than a two turn spin was allowed, since it would not pull out easily after the second spin. It lost about 600 meters altitude after one turn. The IL-10 had a 20mm nose cannon, fired through the propeller hub. There were also four UBSZ 12.7mm heavy machine guns, each with 150 rounds of ammunition. The rear gunner also had a machine gun. The IL-10 could carry about four 50 kilogram bombs in the internal wing root bomb-bay, and two 50 kilogram bombs in the internal wing root bomb-bay, and two 50 kilogram bombs under the wings just outside the wheel wells. There was a small internal bomb rack to the rear of the gunner's cockpit which held six small parachute fragmentation bombs, each weighing 10 kilos. The forward cockpit had a three-panel windshield of armored glass. The two side panels had a small red crosshair etched in the glass. A small red pyramid 1.5cm high, with a red bead on top, was located on each wing about 50cm from the fuselage and 15cm from the leading edge of the wings. The

50X1 3. WAS detailed to assembling these aircraft at Tokol Airfield. At that time it took about twenty-five days to assemble twelve aircraft. The YAK-11 had an ASH-21 type of engine with 7 cylinders. It was a radial aircooled engine of 700 HP, which could attain 2,300 RPM and 2,400 RPM in an emergency. The aircraft weighed about 2,200 kilos and had a two-blade, variable-pitch propeller. There were two internal wing fuel tanks, each with a capacity of 180 liters. This plane used 87 octane fuel. Although it had an external bomb rack under each wing and could carry two 25 or 50 kilo bombs, it was never used as a bomber. The plane also had mounts for one UBSZ 12.7mm machine gun with an optical sight and carried about 200 rounds of ammunition. It was primarily used for training fighter pilots.

pilot would put his plane into a medium dive and line up the red crosshair with the red

bead on the wing. Dive bombing was practiced with dummy bombs made of cement.

The YAK-18 was a two-place primary trainer, with a five-cylinder aircooled radial engine. 50X1 three YAK-17's aircraft were flown and serviced only by Soviet personnel and at that time were parked 50X1 in a restricted area and closely guarded by Soviet guards. These aircraft were singleseated, single turbo-jets, with one air intake in the nose and one jet exhaust in the rear They had a tricycle landing gear. The main landing gear retracted fully inward toward the fuselage and the nose wheel retracted fully towards the rear. It appeared that there was a ball and socket joint in the middle of the landing struts. The mid-wings were swept 50X1 back and had square wing tips. The elevator and horizontal stabilizer were also swept back to the same degree as the wings. this aircraft was capable of climbing to 10,000 meters in four minutes. the plane was equipped with 6.5cm rocket guns. 50X1 50X1 the YAK-17B at Tokol was a mid-wing monoplane with a single jet engine. 50X1 this plane was used for training. 50X1 a fuel mixture of gas and oil was used in the YAK-17 and the YAK-17B. Both aircraft 50X1 emitted excessive smoke on the take-off. The main gear retracted in toward the fuselage

and the nose gear retracted to the rear. The pitot tube was located on the leading edge of the left wing. 50X1 a UT-2 at Matyasfold was a two-place open primary trainer with a five-cylinder aircooled radial engine of 125 HP. It had a fixed landing gear with a 50X1 tail skid. The wings were made of plywood, the fuselage of fabric and the two-bladed propeller of wood. The engine was a 1,600 RPM, M-11-D type. 50X1 that this plane had any brakes, but depended on the tail skid. The weight was about 800 kilos. It had no radio or self-starter. The plane could remain in the air for four hours at 160km per hour.

50X1

a PO-2 at Tokol was a two-seater open cockpit primary 50X1 trainer with the same type of engine as the UT-2. It was a biplane with a two-blade wooden propeller, fixed landing gear and tail wheel. 50X1 this plane was used for night flying by USSR personnel and for parachute jumps. It used 72 octane white fuel. 50X1

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